

Monday, Dec 29

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Nereid, Georges, 40,000 lbs. cod.
Sch. Norma, Bay of Islands, N. F., 1200
bbls. salt herring.
Sch. Ellen F. Gleason, shore.
Sch. Agnes V. Gleason, shore.
Sch. Viking, shore.

To-day's Market.

Board of Trade prices: Large handline
Georges cod, \$4.25 per cwt.; medium do.,
\$3.25; large trawl Georges, \$3.75; medium
do., \$3.25; handline cod from deck, caught east
of Cape Sable, \$4.00; medium do., \$3.25;
large trawl bank cod, \$3.25; medium do.
\$3.00; large dory handline cod, \$3.50; medium
do., \$3.25.

Board of Trade splitting prices on fresh fish
—All cod caught on Le Have Bank and to the
westward: large, \$2.00 medium, \$1.40; all
cod caught to the eastward of Le Have Bank,
large, \$2.00; medium, \$1.40; snapper cod
fish, 40 cts; cusk, \$1.40; haddock, 85 cts.;
hake, \$1.10 pollock, 60 cts.

Bank halibut, 16 cts. per lb. for white and
12 cts. for gray.

Boston.

Sch. Hattie A. Heckman, 12,000 haddock,
10,000 cod, 3000 hake, 1000 cusk, 5000 pol-
lock.

Sch. Rob Roy, 25,000 haddock, 11,000 cod,
2000 hake, 3500 cusk, 10,000 pollock.

Sch. Livonia, 300 haddock, 4000 cod, 800
pollock.

Sch. Carrie F. Roberts, 3000 cod.

Sch. Teresa and Alice, 3000 haddock, 1200
cod.

Sch. Olga, 21,000 cod, 4500 hake, 3000 cusk.

Sch. Thomas Brundage, 5000 haddock, 2500
cod, 700 hake.

Sch. Meteor, 5000 haddock, 3500 cod, 5000
hake, 2000 cusk, 1500 pollock.

Sch. Sadie M. Nunan, 4500 haddock, 1000
cod, 1000 hake, 3000 pollock.

Sch. Minerva, 500 haddock, 6000 cod.

Sch. George W. Lube, 12,000 haddock, 6000
cod, 4000 hake, 300 cusk, 300 pollock.

Sch. Agnes, 9000 haddock, 17,000 cod, 2000
pollock.

Sch. Colonial, 12,000 haddock, 14,000 cod,
4000 hake, 5000 pollock.

Sch. Flavilla, 3500 haddock, 600 cod, 2500
hake, 2500 pollock.

Sch. Henrietta G. Martin, 500 haddock, 1000
cod, 500 hake, 500 pollock.

Sch. Appomatox.

Sch. Volant, 25,000 haddock, 16,000 cod,
2000 cusk, 2000 pollock.

Haddock, \$3 to \$3.50; large cod, \$3 to \$3.25;
market cod, \$1.50 to \$2; hake, \$2 to \$3; cusk,
\$1.50 to \$1.75; pollock, \$1.50 to \$2.

Fishing Fleet Movements.

Sch. Vigilant arrived at Liverpool, N. S.,
on Friday.

Schs. Lena and Mand, Arcadia, Orpheus
and American were at Shelburne, N. S., re-
cently.

Herring Notes.

Mr. R. G. Roach, formerly of Bay of Islands,
has managed to induce some American capi-
talists to try their luck at the herring fishery in
Newfoundland waters. A trawling steamer
has been secured and fitted with every device
known for the herring fishery. The ship will
be commanded by an experienced Scotchman.
The first move will be made with drift nets.

The ice which last week extended for four
miles out in the bay has again disappeared.
All the vessels that were caught in icy em-
brace have been released and sailed.—Western
Star, Bay of Islands, N. F.

Herring are reported scarce at Bonne Bay,
N. F.

"All the vessels of the salt bulk fleet are
loaded and away. A goodly number of the
local craft have loaded with barreled herrings
and are about ready for market.

"On Monday over 2000 of the fish were
spread out on the scaffolds; judging by the
weather of the past few days the great bulk of
these fish must be totally ruined."—Western
Star, Dec 29

NO PANACEA.

Hay-Bond Treaty Not What West- ern Newfoundland Want.

The following is an editorial from one of
Newfoundland's brightest papers, the Bay of
Islands Western Star, but backs up the asser-
tion of the Times that all Newfoundland
does not want the Hay-Bond treaty:

"The Evening Herald states that St. John's
fish exporters recently held a meeting to dis-
cuss the Bond-Hay treaty and that they were
unanimous in pronouncing it a good thing for
the country. The Herald further states that
they will send a delegate to Washington to
urge the passage of the treaty in the American
senate. This looks like business and we are
glad to see that such an intelligent body of
men find some good in the treaty. They should
certainly be in a position to know what suits
that side of the island; but as for this side, we
still contend that the treaty will not prove a
panacea for all the ills of glutted markets and
that sort of thing."

ON JANUARY 7.

Friends of Hay-Bond Treaty Will Have Their Inning.

For the purpose of giving those persons who
desire the ratification of the Hay-Bond treaty,
an opportunity to express their views, Wednes-
day, January 7, has been set for further hear-
ings. A plea for cheaper fish will be made at
that time, and it is understood that the pack-
ing industries will be represented before the
committee.

Tuesday, Dec 30

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Kentucky, LeHave Bank, 17,000 lbs.
fresh cod, 23,000 lbs. haddock.
Sch. Colonial, via Boston.
Sch. Gloriana, via Boston.
Sch. Volant, via Boston.

To-day's Market.

Board of Trade prices: Large handline
Georges cod, \$4.25 per cwt.; medium do.,
\$3.25; large trawl Georges, \$3.75; medium
do., \$3.25; handline cod from deck, caught east
of Cape Sable, \$4.00; medium do., \$3.25;
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large, \$2.00; medium, \$1.40; snapper cod
fish, 40 cts; cusk, \$1.40; haddock, 85 cts.;
hake, \$1.10 pollock, 60 cts.

Bank halibut, 16 cts. per lb. for white and
12 cts. for gray.

Boston.

Sch. Mary A. Whalen, 15,000 haddock
4500 cod, 20,000 hake, 4000 pollock.

Sch. Manomet, 3000 haddock, 1800 cod, 2500
hake.

Sch. Thomas W. Knight, 4000 haddock,
1500 cod, 500 pollock.

Sch. Catherine and Ellen, 10,000 haddock,
2000 cod, 15,000 hake, 1000 pollock.

Sch. James R. Clark, 2000 haddock, 300
cod, 500 hake, 500 pollock.

Sch. Mertis H. Perry, 1500 haddock, 2800
cod.

Sch. Harvester, 6000 haddock, 2000 cod, 500
hake, 200 pollock.

Sch. Alcina, 6000 haddock, 1000 cod, 3000
hake, 1500 pollock.

Sch. Manhasset, 15,000 haddock, 4500 cod,
9000 hake.

Sch. Alice M. Guthrie, 3000 haddock, 1000
cod, 1000 hake, 3000 pollock.

Haddock, \$2.75 to \$3; large cod, \$3.25 to
\$3.75; market cod, \$2 to \$2.50; hake, \$2 to

10 VESSELS, 82 MEN.

Lost in the Gloucester Fish- eries the Past Year.

ONE VESSEL LOST IN COASTING.

Tragic Side of Our Leading In- dustry.

With the close of the year it becomes our
sad duty to chronicle the loss of 10 vessels and
82 men in the fisheries from this port during
the year. The loss of property is about the
average for the past few years, while the loss
of life is somewhat increased, being eight more
than the preceding year and nearly double that
of 1900, when only 46 men met their deaths in
pursuit of this hazardous calling.

The lost vessels included some of the finest
of the fleet, and had a total tonnage of 787.29
tons gross and 567 tons net, one of the number,
sch. Reliance, being a new vessel, having been
built during the early part of the present year.
They were valued at \$71,800 and insured for
\$52,065, mostly in the local office.

The total number of lives lost during the
year, including deaths at sea and in hospital,
was 82, leaving 30 widows and 52 fatherless
children.

Three vessels were lost during the year
with their entire crews, sailing from port and
never being afterwards heard from, and two
lives were lost in connection with another
vessel wrecked. Of the other men lost,
five went astray from their vessels in fogs, 12
fell or were washed overboard from their ves-
sels, twelve were drowned by the capsizing of
their dories, one by his dory being run down
by the vessel, four were suffocated on board
vessels, two were found in the dock and nine
died or were killed on board vessels or at
hospitals after being landed.

In addition to the losses in the fisheries, one
coasting vessel was wrecked during the year,
making a total loss of 11 vessels, having a total
tonnage of 864.28 ton gross and 637.25 tons net,
valued at \$74,800 and having an insurance of
\$52,065.

The vessels and men lost in the fisheries
during the year are as follows:

Sch. Iolanthe, 74.47 tons gross, 49.52 tons
net, built in Essex in 1883, and owned by Lor-
ing B. Haskell, sailed on a trawling trip for
salt codfish, September 16, 1901, and is sup-
posed to have been lost in the November
gales on Sable Island, a vessel answering to
her description having been seen off there
previous to a gale. She carried a crew of 14
men, as follows: Julius Olson, master, 34
years old, native of Arundel, Norway; Charles
A. Weeks, cook, 27 years old, native of Man-
chester, England, leaves a widow and one
child; Thomas Keddle, 32 years old, native of
Liverpool, N. S., leaves widow; Louis Pom-
mett, 20 years old, single, and Joseph Couil-
lard, 21 years of age, single, natives of St.
Pierre, Miquelon; William Stiles, 37 years
old, native of Liverpool, England, single; Leo
Lemiere, 20 years old, native of France, single;
Harry Smith, 35 years old, single, John Peter-
son, 32 years old, single, and Harry Elefson,
28 years old, single, natives of Norway; Otto
Kanos, 20 years old, native of Germany, sin-
gle; James Cox, 45 years old, native of New-
foundland, single; Matthew Powers, 30 years,
native of Conception Bay, N. F., single; Ja-
cob Philander, 35 years old, native of Finland,
single. George Frazier, one of the crew who
sailed on the vessel from this port, was taken
sick on the passage down, and was landed at
Shelburne, N. S., and another man shipped in

his place, name unknown. The vessel and outfits were valued at \$5500 and insured for \$2134 on the vessel and \$1600 on the outfits by the Gloucester Mutual Fishing Insurance Company.

Sch. Eliza H. Parkhurst, 121.33 tons gross and 84.97 tons net, built in this city in 1892, and owned by Fred. L. Davis and Capt. John McEachern, sailed from Bay of Islands Nov. 25 for this port with a cargo of salt herring, and is supposed to have foundered in a gale which sprung up the following day. She carried a crew of eight men, as follows: John D. Continued on Fifth Page.

McKinnon, master, 49 years old, native of Prince Edward Island, left widow and five children; George Moody, mate, 26 years old, native of Liverpool, N. S., single; Angus McLean, cook, 33 years old, native of Cape Breton Island, left widow and one child; Alex. McLean, 33 years old, native of Malogawatch, Cape Breton Island, single; Joseph Ryan, 28 years old, native of Prince Edward Island, single, served in the navy in the Spanish-American war; George D. Strahan, 43 years old, native of Straits of Canso, single; Simeon Kipping, 23 years old, native of Fortune Bay, N. F., single; Lawrence McDonald, 55 years old, native of Prince Edward Island, left widow in this city. A Mr. Davis, who went to Newfoundland in the vessel, returned overland, thus saving his life. The vessel was valued at \$11,000 and insured for \$5,074 on the vessel and \$3,000 on the outfits by the Gloucester Mutual Fishing Insurance Company.

Sch. Oliver Wendell Holmes, 107.83 tons gross, 75.71 tons net, built in Essex in 1890, owned by Orlando Merchant, went ashore on Seal Island, N. S., December 30, while on the passage to Newfoundland for a salt herring trip, and was a total loss. Crew saved. Valued at \$8,900 and insured by the Gloucester Mutual Fishing Insurance Company for \$4,376 on the vessel and \$2,000 on the outfits.

Sch. Alva, 102.75 tons gross, 74.27 net, built in Essex in 1892, and owned by Samuel G. Pool & Sons, sailed on a haddocking trip to Georges, January 25, and never returned, and is supposed to have foundered in a severe gale which sprung up the day after she left port. She carried a crew of 17 men, as follows: William McDonald, master, 55 years of age, native of Port Mulgrave, N. S., left widow and six children; Simon Langley, cook, 50 years old, native of Arichat, C. B., left widow and three children; William Peeples, 38 years old, native of Straits of Canso, N. S., left widow and two children; John E. Dall, 53 years old, native of Lockeport, N. S., left widow and four children; George A. Horton, 60 years old, native of Queensport, N. S., left widow and two children; Robert McKinnon, 30 years old, native of Arichat, C. B., left widow and one child; Richard Jackman, 25 years old, native of Port Mulgrave, N. S., single; Ephraim Thorburne, 40 years old, native of Shelburne, N. S., single; John Corcoran, 29 years old, native of Burin, N. F., single; George Hawkins, 25 years old, native of Beaver Harbor, N. S., single; George Stone, 25 years old, native of St. Peters, C. B., single; Charles Earnest, 30 years old, single, and Malcolm Edwards, 35 years old, single, natives of Arichat, C. B.; William Doucette, 30 years old, native of Metaghlan, N. S., single; Edward Williams, 41 years old, native of Lockeport, N. S., single; Joseph Chisholm, 20 years old, native of L'Ordoise, C. B., single; Daniel McDonald, 24 years old, native of Cape Breton, single. Thorburn had shipped in sch. Harry A. Nickerson, of Boothbay, and having time for a short trip before his vessel would be ready, shipped in the Alva. The schooner was valued, with her outfits, at \$8000, and was insured for \$4,804 on the vessel and \$1500 on the outfits by the Gloucester Mutual Fishing Insurance Company.

Sch. Elsie M. Smith, 112.57 tons gross and 83.12 tons net, owned by Capt. Otto Jensen, was wrecked on Chatham bar, Cape Cod, February 14, in a blinding snowstorm, while engaged in the haddock fishery. Dean Doucette, 23 years old, single, and Sylvania Doucette, 27 years old, single, natives of Tusket, N. S., attempted to row ashore and were drowned

by the capsizing of their dory. The other sixteen members of the crew were saved. The vessel was valued at \$8000 and insured for \$3400 on the vessel and \$1600 on the outfits, by the Gloucester Mutual Fishing Insurance Company.

Sch. Reliance, 118.51 tons gross and 83.59 tons net, built in this city in 1902, owned by John Pew & Son, went ashore at Little Harbor, near Lockeport, N. S., March 2, while on the passage home from New Banks, with a fare of fresh halibut. Crew saved. Valued at \$15,500 and insured for \$9,520 on vessel and \$2,000 on the outfits by the Gloucester Mutual Fishing Insurance Company.

Sch. boat Gerlie Smith, 16.30 tons gross, 15.48 tons net, built at Essex in 1889, and owned by George A. Smith, was run down and sunk by the auxiliary schooner Dorcas off Newport, June 9, while engaged in the mackerel fishery. Crew saved. Valued at \$2,500 and insured for \$1,400 and \$300 on the outfits by the China Mutual Insurance Company.

Sch. Virginia, 113.92 tons gross and 81.61 tons net, built at Essex in 1895 and owned by David B. Smith & Co., engaged in the Bank cod fishery, ran ashore on Little Hope Island, N. S., August 11, and proved a total loss. Crew saved. Valued at \$11,000 and insured for \$5,657 on the vessel and \$1,600 on the outfits by the Gloucester Mutual Fishing Insurance Company, and \$500 on the outfits by the China Mutual Insurance Company.

Sch. boat Frederick Tudor, 9.57 tons gross, 9.10 tons net, built in Duxbury in 1865, and owned by Edgar S. Gott and others, employed in mackerel netting, went ashore on the Sandy Bay breakwater, Oct. 23, and was a total loss. Valued at \$600 and uninsured. Crew saved.

Sch. Eliza Ellen, 10.14 tons gross, 9.63 tons net, built at Georgetown, Me., in 1872, and owned by Edward J. Fewers, sprang aleak and sank off Eastern Point, October 17, while engaged in the mackerel netting fishery. Crew rowed ashore in their boat. Valued at \$2,200 and insured for \$1,000 by the China Mutual Insurance Company, and \$600 on outfits.

OTHER LOSSES OF LIFE.

Thomas Hickey, 22 years old, single, native of Holyrood, N. F., one of the crew of schooner Anglo Saxon, drowned on Quero Bank, December 4, 1901, by the capsizing of his dory. David Jameson, his dorymate, was rescued.

Benjamin H. Muise, 24 years old, native of

FISHERY LOSSES SINCE 1830.

We present below a record of the losses in the fisheries from this port since 1830, when the winter Georges fishery was first commenced, showing the number of vessels lost each year, their tonnage, valuation, insurance, and the number of lives lost, together with the widows and fatherless children left, so far as it has been possible to obtain them.

LOSS IN COASTING FLEET.

Sloop Shawmut, 74.99 tons gross, 71.25 tons net, built in Boston in 1870, and owned by the Rockport Granite Company, went ashore at Pigeon Cove, December 8, 1901, while on the passage from Bay View to Boston with a cargo of stone, and proved a total loss. Crew saved. Valued at \$3000 and uninsured.

Year.	Vessels.	Tonnage.	Valuation.	Insurance.	Lives.	Widows.	Children.
1830	3		\$5,600	\$3,100	7		
1832	1		1,000				
1833	1		1,000				
1834	1		1,500				
1836	1		1,000		4		
1837	5		10,100	4,300	21		
1838	4		7,100	3,000	4		
1839	2		3,800	3,150	4		
1840	2		3,800	1,400	6		
1841	2		2,725	150	8		
1842	3		2,000	150			
1843	3		6,000	2,000	10		
1844	3		4,800	1,500	7		
1845	4		4,500	2,350	8		
1846	3		4,900	3,600	15		
1847	3		6,200	4,450			
1849	2		3,500	2,200	10		
1850	4		12,500	10,300	31		
1851	9		25,300	21,800	32		
1852	13		41,200	37,100	40		
1853	3		10,000	8,800			
1854	4		14,600	12,650	26		
1855	7		20,900	18,100	21		
1856	6		14,400	11,475	2		
1857	5		11,500	7,750	9		
1858	7		18,700	8,537	42		
1859	6		21,900	16,475	36	9	13
1860	7		26,350	20,494	74	17	15
1861	15		54,250	43,900	44	11	19
1862	19		66,500	53,225	162	74	153
1863	10		40,700	8,300	6	3	1
1864	13		98,900	59,625	84	31	58
1865	8	504.93	40,300	32,400	11	4	6
1866	15	1,055.00	114,250	82,095	26	10	18
1867	11	844.57	82,675	59,069	66	20	26
1868	4	282.27	35,000	28,150	39	19	46
1869	16	858.81	83,450	54,887	65	24	35
1870	13	788.15	75,200	59,907	97	26	45
1871	20	1,035.93	90,560	78,253	140	48	98
1872	12	576.68	55,400	49,121	63	21	32
1873	31	1,624.55	118,700	100,918	174	47	47
1874	10	633.17	49,100	44,975	68	18	37
1875	16	1,050.91	96,000	81,326	123	21	22
1876	27	1,075.46	150,000	116,222	212	34	67
1877	7	384.93	22,936	19,001	39	10	21
1878	13	898.57	59,039	45,206	56	8	20
1879	29	1,893.36	111,056	90,582	249	91	222
1880	7	300.44	21,000	15,972	52	11	18
1881	8	511.51	31,000	20,493	56	6	15
1882	12	976.74	79,700	54,460	115	50	113
1883	17	1,119.27	94,400	76,972	209	40	68
1884	16	1,104.46	87,100	63,100	131	50	68
1885	12	639.55	67,700	53,040	34	5	13
1886	26	1,751.26	152,300	119,231	136	14	35
1887	13	843.33	62,900	51,455	85	10	29
1888	14	910.97	63,000	54,127	63	6	16
1889	14	853.25	57,200	50,054	70	13	48
1890	18	1,388.87	111,455	97,523	86	7	13
1891	17	1,492.75	91,600	78,900	78	21	58
1892	12	745.73	46,000	40,238	46	4	8
1893	12	826.42	54,700	47,877	72	13	30
1894	30	2,423.42	175,000	157,626	137	50	54
1895	11	912.02	70,000	53,072	94	19	86
1896	14	1,081.43	71,500	58,486	88	15	41
1897	11	901.54	75,750	43,297	63	7	24
1898	20	1,843.68	97,500	67,736	62	29	74
1899	17	1,162.21	75,600	58,201	68	15	37
1900	9	605.97	41,450	26,912	53	18	42
1901	9	1,282.25	73,500	53,941	46	9	21
1902	10	567.00	71,800	52,065	82	30	52

Total, 732 vessels, 37,251.36 tons, valued at \$3,493,045, insured for \$2,704,771, men lost, 5046, leaving 989 widows and 1980 fatherless children.]

Tuesday, Dec 30"

RECAPITULATION.

Vessels	Gross Tonnage.	Net Tonnage.	Fishery	Value.	Insurance.	L.v's.
Alva,	102.75	74.27	Georges Haddocking	\$8,000	\$6,304	17
Eliza Ellen,	10.14	9.63	Mackerel Netting	2,200	1,600	
Eliza H. Parkhurst,	121.33	84.97	Newfoundland Herring	11,000	8,074	8
Elsie M. Smith,	112.57	83.12	Haddock,	8,000	5,000	2
Frederick Tudor,	9.57	9.10	Mackerel Netting	600		
Gerlie Smith,	16.30	15.48	Mackerel	2,500	1,700	
Iolanthe,	74.37	49.52	Bank Codfishing	5,500	3,734	14
Oliver Wendell Holmes,	107.88	75.71	Newfoundland Herring	8,000	6,376	
Reliance,	118.51	83.59	Bank Halibut	15,000	11,520	
Virginia,	113.92	81.61	Bank Codfishing	11,000	7,757	
	787.29	567.00		\$71,800	\$52,065	
Shawmut, sloop,	76.59	70.25		3,000		
Capsized in dories,						12
Washed or fell overboard,						12
Went astray from the vessel,						5
Run down by vessel,						1
Died on board vessel or in hospital,						9
Found drowned in dock,						2
11 Vessels,	864.28	637.25		\$74,800	\$52,065	82